

PIREPS

A monthly newsletter for Nebraska pilots and aviation enthusiasts



'Encourage and Facilitate the Development and Use of Aviation in Nebraska'

PIREPS

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Columbus' Spectacular Fly-in

The Collings Foundation B25, "Tondelayo", was a huge success in its venture to Columbus for their Columbus Days and Fly-in breakfast. Six flights of the WWII bomber took place with 36 lucky individuals getting a 25 minute ride in history! The original Tondelayo was a famous B25 flown by the 345th Bombardment Group and was named after movie star Hedy Lamar's sultry character in the 1942 movie, "White Cargo". Brought to Columbus by the efforts of Michael Jones, it was a \$9,000 step of faith on Michael's part as he shouldered the entire cost, hoping to get contributions from others to assist in the venture. On Saturday, August 14, Michael told me "many volunteers had stepped up to the plate and helped in funding the Tondelayo's cost".

What made the Tondelayo so famous was a 75 minute running air battle with about 50 Japanese fighters. The two B25s that had accompanied Tondelayo on their bombing mission were shot down and their crews killed. Tondelayo, with the right engine shut down and flying just over the Pacific Ocean

wave tops, made it back to friendly territory after SSgt Murphy had shot down five Japanese Zeros. Both engines, a wing and one of the propellers had to be replaced and 41 bullet holes patched before Tondelayo flew again. SSgt John Murphy won the Silver Star for shooting down five Japanese Zeros and after the war returned to the States and made his home at Columbus, Nebraska. For the next 37 years he was a US Post Office employee and passed away in 1998.

One of the pilots for "Tondelayo" was Mike Abajian who is a Check Pilot for Continental Express Airlines based in Houston, Texas. Flanking him on either side are two of the original members of the 345th Bombardment Group, Lynn Daker and Jack Landon. Jack lives in Clovis, NM while Lynn traveled to Columbus from Boulder, CO. Lynn's son lives in Lincoln, NE.

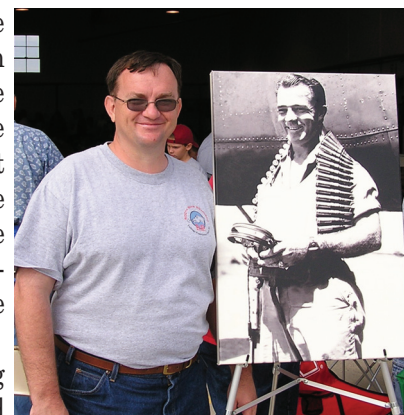


L to R, Lynn Daker, Mike Abajian, and Jack Landon

Senator Chuck Hagel showed up at Columbus and wanted to see "Tondelayo" as his father was a radio operator/gunner on B25s during WWII. It was shortly after this that news indicated Senator Hagel was considering a run for President in 2008.

Many other events took place at Columbus that day. "Young Eagle" rides were being given by EAA Chapter 876 with 81 young people getting a free ride and perhaps their first ride in an airplane. Pilotage was provided by Rick Gasper, Don Pearson, Jeff Krings, Albin Moore and Darwin Franzen.

Those eating breakfast were treated to a fine meal provided by members of the Civil Air Patrol unit at Columbus. Over 500 people had breakfast over the two day event which . . .



Michael Jones and Gunner, SSgt John Murphy



Senator Hagel in Front of "Tondelayo"

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Director Comments

By Stuart MacTaggart

This department has received many kind words regarding our aviation publication—PIREPS. By upgrading the paper, expanding the content and improving the quality, our esteemed Editor has truly done a marvelous job. We are



Director, Nebraska Dept. of Aeronautics
Stuart MacTaggart

fortunate to have a top-notch guy like Ronnie running the show. Our next step is to go to color issues. By putting your newsletter in living color we can really showcase aviation in Nebraska—our Fly-ins, our Symposium, and of course your accomplishments! The additional cost dictates that we go to bi-monthly publications. We think it's worth it. Please let us know your thoughts.

With the Huskers lining up for their premier season of west coast offense; with the kids back in school; with the last gasp of summer approaching—we must turn our thoughts to instrument flying. Now is the time to practice, BEFORE you are confronted with “200 and a half”, with alternates going down and options diminishing. And, how about that night currency/proficiency? Have the approach plates changed? The airplane doesn't care how great a pilot you once were; only the present counts. Fly safe!

Mr. Sunshine?!

By Scott Stuart



Scott Stuart

This past summer, can it be “past” already? I passed a milestone of sorts, 5000 flying hours!! Nary a ding, or action on the record....so far, for as Richard Collins says: “we are only

as safe as our last flight”! Good counsel! Then again, while my CFII has often said, “never seriously in doubt”, those hours have not all passed without a sweaty palm or two!!!

As we learn to fly, first there is the dreaded crosswind landing. Then the black air entering our cylinders, and the biggest wrinkler (sweaty palmer) of all, weather. (Not to mention running out of gas!! Or maybe I should? Again?) Weather kills a lot of us each year. Fatal or otherwise, just imagine the sickness in your heart,

let's not be one of them. And, with good judgement comes experience from which we can draw for future adventures. Even when your wisdom, judgement and experience tell you to stay on the ground you can gain a lot just by closely watching the weather and playing “what if”. If I leave you with anything today, let it be this: Mother Nature always wins.

Mr. Sunshine?? Well, I have a favorite fly-in coffee hang-out in Brainerd, Minnesota, the Wings Cafe. Good folks, hot coffee. The owner there refers to me as Mr. Sunshine, certainly not because I am so charming as my wife will attest, but because he only sees me on sunny, bright, and CAVU flying days. Sometimes severe clear is the best way, if not the only way, that and plenty of gas!! Stop by BRD and tell Bob I said hello!

Wheels down and locked?!

Red Cloud Hosts Fly-in Breakfast

By Chuck and Terrie Stokes, Dave and Tammy Barnes

On Sunday August 15th, the Red Cloud Lions Club hosted the 11th annual Fly-in breakfast at Red Cloud Municipal Airport as part of the Street Car Days community weekend celebration. Over 330 hungry flyers and spectators were treated to a pancake & sausage breakfast, complete with coffee and juice. The clear, beautiful sky and cool temperatures made for a great turnout.

Carol Seeman, from Roseland, brought a 1963 Ford golf cart from Lebanon KS. Carol has taken this to different shows, has received awards for 1st, 2nd, and 3rd in the various competitions.



Carol Seeman's 1963 Ford Golf Cart

The National Guard from Kansas and Nebraska were here for the parade and weekend festivities to show the kids their machinery and Hummers. The State Patrol Air Wing Division also came to show off their helicopter. Many children were able to sit inside and get a real view from the pilots seat.

The Kearney Air Care Helicopter flew in for the morning and also allowed the children and other onlookers to get an inside view

of what they do. Each child was pinned with “wings” and given a koozy from the pilot and his crew.



Hastings Sky Larks Club RCs

Hastings SkyLarks Club arrived to give demonstrations
Continued on Page 5



Joe and My First IMC Flight

By Thomas Gribble



Thomas Gribble

About three years ago a well known author, writing about the Cessna 150, said in his monthly column, "We're not at all suggesting that these two-place scenery hunters are serious or even humorous IFR machines in actual weather." I snickered at the time, recalling flights made in the mid

1960's.

This year I felt compelled to retrieve my first logbook from its resting place. It reveals a total of two hours actual IFR (IMC), including a couple of near-minimums approaches, accrued over northern Minnesota during five separate flights in that little trainer. The remarks on one of the later ones says, "Light icing." That's kinda scary.

The remarks on my first actual IMC Cessna 150 flight merely read, "Missed 1st Apph." What it does not say is this was my very first flight in actual IMC weather. Most instrument instructors tell their newly rated former students not to fly IFR in low weather until some experience in actual IMC has been gained. Good advice. Unfortunately, my instructors would not fly in actual IMC weather conditions.

Joe Wiza had been my best friend for several years. We first worked together in what was then called an Air Traffic Communication Station. The primary function was forwarding IFR position reports from airborne aircraft to the ARTC Center and relaying IFR clearances from the Center to the aircraft. Making aviation weather observations and providing pilot weather briefings were secondary duties.

By 1961 the proliferation of Remote Center Air/Ground (RCAG) sites reversed that priority and caused a name change to Flight Service Station. Joe and I later became what Sailors call "Plank Owners" in the Hibbing, Minnesota FSS, having been there for its October 1962 commissioning.

I got my Private Pilot Certificate in 1963, and Joe was not far behind. By early 1965 I had a Commercial Certificate, and Joe was working on his. In July that year I became instrument rated. Joe was working on his instrument rating in the Cessna 170B he was part owner in. His airplane had but one gyro instrument, a turn needle powered by a venturi. Joe became exceedingly proficient at what the rest of us called "partial panel". This was as full a panel as

"More Rudder"

By Lee Svoboda

The saga of the rudder continues. The applicant that gave me a two-turn spin and view of the ground out the top of the left window, returned for a third attempt at qualifying for his private pilot certificate. Except for the pattern work and landings, everything had been satisfactory on the two previous attempts.



Lee Svoboda

On this particular day the winds at the Millard Airport were 70 to 80 degrees off of the runway course at 13 gusting to 19 knots. Now for those of us who have landed at Millard with winds like these, we know it can get "sporty" if a gust catches us at a critical time. Anyway, during the preflight I tried to drop a couple of hints about the crosswinds, but the hints fell on deaf ears.

Engine start, taxi, and run up went just fine. The takeoff was okay, if you disregard the chirping of the tires when the wind tried to blow the aircraft off the side of the runway. However, the attempted landing was another event that gave me at least two more gray hairs. The turn to final was well coordinated and the initial portion of final was flown with a nicely established crab. At about 1200 feet above the ground, the applicant attempted to establish a wing down, opposite rudder slip method of approach for the landing. Since this was a right crosswind, the right wing was lowered into the wind and left rudder applied to keep the aircraft lined up with the runway. Because of the gusty winds, an almost continuous adjustment of the ailerons was required in order to keep the aircraft from drifting off of the runway. During the almost continuous "sawing" movement of the ailerons, the left rudder pressure was never adjusted and we touched down sideways. That was confirmed by the loud squealing of the tires as we headed for the grass. Again, as twice before, self-preservation kicked in and I took control of the aircraft averting a "grassy" incident.

WHAT HAPPENED? The initial right wing down, left rudder application was great. During all the aileron adjustments, the rudder was never adjusted and adverse yaw caused the nose to move opposite of the aileron movement. In this case the left rudder application became the new neutral for the rudder and every time the ailerons were moved, coordinated rudder application was required to keep the nose of the aircraft pointed down the centerline. Remember, in a crosswind landing the rudder is used to keep the nose pointed straight down the runway, the ailerons are used to stop the lateral drift while pitch and power are used to soften the impact.

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Stepping Stones to Aviation

How do you teach young people about aviation? Jim and Sandra Dziubanek have developed a unique approach to this question and it appears to be right on the mark.

First you build an airplane that young children can see, touch,



Pedal Planes Awaiting Their Pilots

ride in and control. That sounds simple enough but Jim and Sandra go a step further, equipping it with decal instruments, a compass and a steerable tailwheel controlled by a "stick". The motor power is supplied by the occupant in the form of pedals. That's right, it is a pedal airplane! Now you might ask, how can that be made into a teaching tool?

Jim lays out an airfield on the ramp of an airport using 4 inch



F117 Stealth Fighter and P51 Mustang With Escort

wide tape. There are taxi lines, hold short lines and a runway with appropriate markings. Then there is an instructor who walks along side the "aircraft" explaining to the child how an actual airplane would taxi and takeoff and how the instruments aid the pilot in making the right decisions about their aircraft and where it is allowed to go. Can't you just see how much a child's imagination could generate with a teaching tool like this??

Jim Dziubanek has a web site (www.ssta-org.com) that you might be interested in viewing. It lists the 13 airshows Jim and his wife will go to this year and how much it costs to have him put on his aircraft demonstration. Jim indicated this is a program the EAA and other aviation related groups could get involved in by building replica aircraft and doing similar things at Nebraska's Fly-in breakfasts, airshows and other aviation related events. We have very talented people in Nebraska who could certainly build a similar program for our young children. Anyone interested??

FLY'n for Make-A-Wish

By Diane R. Bartels

Who else but a couple of former SR71 pilots can get a Nebraska airport to mow their runway for a charitable event? Harlon Hain and Charlie Daubs, that's who! For the 9th consecutive year, they have organized and implemented this unique flying event to raise money for the Nebraska Make-A-Wish Foundation (M-A-W).



Diane Bartels

This year, twenty pilot crews took to the skies on Saturday, August 14 for a two-day fund-raising event promoted by the Omaha Optimist Aviation Club and the University of Nebraska Omaha Aviation Institute. Other support included outstate M-A-W enthusiasts, Nebraska Optimist Clubs, EAA Chapters, Nebraska Ninety-Nines, and Flying Farmers.

Based on the number of Nebraska airport landings, the public

was invited to pledge money to their favorite general aviation pilot. It was also an opportunity to get a good start on the Nebraska Department of Aeronautics Aerodrome Aficionado program which encourages pilots to see Nebraska and land at



Chandy Clanton and Harlon Hain

all 88 public use airports within a three-year period. This year, pilots made 793 landings at 87 different airports. \$13,029 has been deposited and more pledges are to be collected.

Lunch was provided for pilots at Kearney and Columbus with the Saturday overnight at North Platte. Pilots were expected to land by 1700 as the airport was officially closed for Chandy Clanton's spectacular air show. With the Make-A-Wish insignia on the tail of her 540 Edge, her performance was enjoyed by the pilots as well as several hundred people from the community.

A free steak dinner was provided by Jenny and Bob Raymond at their beautiful ranch in the hills south of Brady. Evonne Williams, president Nebraska M-A-W, shared some of the organization's history and expressed appreciation for the pilots' fund-raising efforts.

Fuel discounts were given by the FBOs at Alliance, Blair, Central City, Chadron, Cozad, David City, Genoa, Hartington, Kearney (Air Midway), Lexington, Lincoln (Duncan Aviation), Millard (Hangar One), Norfolk, and Wahoo. Central City gave 10 gallons of free

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*Fly'n for Make-A-Wish**Continued from page 4*

fuel to the 10th pilot to land, and Grant gave up to 207 gallons free. Beatrice gave all crews a gift bag which included a fuel coupon, sunglasses, chocks, and some locally made fruit cake.

Specific comments included: "honkers on end of two runways....snow not far behind"; "Stromsburg tested my skills...runway seemed as wide as a sidewalk"; "deer spotted running along the cornfield by the runway".



Donna and Dale McClure in Glastar

The general consensus, however, was best summarized by pilot Stephen Amundson (Kearney): Nebraska has "a phenomenal airport system that serves the needs of the entire state — from wide and long concrete to the well-groomed narrow turf runways."

And perhaps Donna McClure, for whom this was her first MAW flight, best expressed the real reason for flying. "It gave me a good feeling. I have two healthy children and did not have to worry about their being sick. I plan to fly MAW again."

with their radio controlled model airplanes. Joe stays each year to let the kids fly the planes; he has a dual remote control so he can rescue the plane if they get out of control.

Willis Faux and Norm Anderson flew in with their new Piper Six from Fremont and Grand Island respectively, so we could get a close up view of just how nice it would look in our hanger.

William Olsen, from Smith Center, flew an open cockpit plane, N56RC. "It was an uneventful flight," were his comments upon landing. Norman Vanek, from Grand Island, landed his antique airplane while Jeff Filinger and his son Guy, who was the youngest pilot to fly in this year, came in N55502 from Hebron, NE.

Representing Jim Wisner was Jon Salstrand, Katie and Julie from Lincoln in N7653R.

It was a great day for flying and we hope to see you at next year's Red Cloud Fly-in breakfast.

Offutt AFB Open House

"Defenders of Freedom" was the theme for this year's Open House and Air Show at Offutt AFB, located just south of Omaha. If you like airplanes, aerobatics and lots of exciting flying this was the event you shouldn't have missed!

Nebraska talent from Lincoln and Omaha opened the two day program starting with Doug Roth and his Staudecker, then Lloyd Byerhoff in his Sukoi SU26. Both of these performers put on an



Air Force Thunderbirds Bomb Burst and 4 Ship Formation

astounding display of aerial antics that would have captivated any audience. Chandy Clanton from Lincoln was another of the star performers, only being eclipsed by the Air Force Thunderbird demonstration team.

Columbus was well represented by Kurt Muhle and his BT13 along with Keith Harbor and his Chinese CJ6 framing a Super



Vultee BT13, Super Connie and Chinese CJ6

Connie from the early 50's. Your PIREPS Editor was there posing in one of his favorite aircraft, a North American P51D.

Many other aircraft were on display including a MIG19 which also flew in the airshow events on August 21 & 22.



PIREPS Editor in Motorized P51

It was a great two day show which paid tribute to our men and



MIG 19 - A Cold War Remnant

women in uniform. They continue to make sacrifices so that we may enjoy the many freedoms of our country.

**Joe and My First IMC Flight***Continued From Page 3*

there was for Joe.

A month after getting this very dry instrument rating, with only thirty minutes of VFR flying in-between, I arrive at the airport to be greeted by a low ceiling and a light drizzle. Joe says, "Let's go flying. You're instrument rated." Anxious to be a real IFR pilot, I readily agreed.

We can't use the One-Seventy, with its lack of gyros. So we rent this 1964 Cessna 150, the model the wags call the "Ugly Duckling". While it has a full panel, it possesses only a single Nav/Com.

We depart Hibbing, and I'm so wrapped up in the thrill of flying on actual instruments, I fail to note the ceiling height. Our destination is the Eveleth-Virginia Municipal Airport, just a few miles away. We overhead the VOR, turn outbound, and upon completing the procedure turn, begin an immediate descent to minimums. The VOR is on the airport, and I want to be sure we're at MDA before we get there.

We are still in very thick cloud and drizzle when the little window changes its "TO" reading to "FROM". I am not prepared for this! I have been at MDA at least a minute! Maybe two! I want to see the airport! Joe is quite calm when he says, "I guess it's a missed approach, huh?" My throat is so tight I can not speak, but I do go to full throttle and start a climb.

Belatedly, I now read the missed approach procedure. I must climb to initial approach altitude and simultaneously make a left turn to enter a holding pattern on the inbound approach course. Thirty, perhaps forty, degrees into the turn, Joe casually asks, "What's that funny noise? Sounds like the prop's going through the air sideways.

I stare dully at the panel. Airspeed seems to be a little low. The altimeter and VSI reveal a slow climb. The Directional Gyro tells me we're in a turn to the left. The Artificial Horizon shows nose up but wings level. The needle in the old fashioned Turn & Bank indicates a standard rate turn to the left. The ball, however, is parked near the right-hand end of its tube.

I had not yet had spin training, but I knew if I continued pulling back on the yoke, trying to make the One-Fifty climb better, we'd soon experience one. This awareness brings me out of my panic induced stupor. Center the ball. Get the airspeed to Vy. Tell ATC of our missed approach. Plan a teardrop entry. Get clearance for another approach.

On the next approach we made visual contact and landed. My second actual IMC flight occurred a few minutes later, with a return to Hibbing and my third actual IFR weather instrument approach. This one a coordinated, non-event.

Joe had acted like he was an unknowing innocent during that initial missed approach near-disaster. But, he couldn't fool me. It is certain he knew I was in a state of shock, unable to respond properly to the circumstances we were initially surprised with. He had by this time too much needle, ball, and airspeed instrument time to not know. That he did not berate me, and never reminded me later, is a testimony to the high quality of his character.

During that fall and winter, flying actual IMC became rather routine for me. By the next spring I had acquired a CFI with both Airplane and Instrument ratings.

The last time I saw Joe was the day I signed him off for his Instrument Rating, August 15, 1966. Joe was on his way to Alaska. I would stay in Minnesota.

After a couple years on Shemya, at the far end of the Aleutian Island chain, Joe transferred to Anchorage where he served the FAA as a Full Performance Level Controller in the ARTC Center. Joe was also an active Flight Instructor in that South Central Alaskan community.

We lost contact with each other over the years. While Joe was in Anchorage, I was a controller in the Cheyenne, Wyoming control tower. By the time I arrived in Alaska, Joe was in Florida.

It was a letter to the editor of "Sport Aviation" that finally brought reconnection a few years ago. I learned that in his retirement Joe had built a number of airplanes. The first was a plans built wood and fabric biplane. Next, came an RV-6A from a standard kit. It was during this time of riveting that Joe and Penni, also a pilot, were married.

**Joe and Penni With Their Aircraft**

After selling the -6A, they started putting an RV-9A together, working side-by-side. Penni, toward the end, probably did most of the labor. You see, earlier this year Joe finally lost a long and dreary battle with cancer.

**Joe and Penni With Their RV9A**

I've never met Penni. I deeply regret having not made the effort to go see them. Oh, I had reasons. Excuses, really. We have children and grandchildren in Nebraska, Colorado, Wyoming, and South Dakota. Siblings, nieces, nephews, and cousins in Michigan. We can't go everywhere. While my wife's folks were still alive we made that trip south to central Florida each year, but that was before we knew Joe and Penni were there. And now, in our senior years, Florida seems so far away.

Hey, you know that friend you haven't seen in twenty, thirty years? The one you used to call your best buddy? The one whose home is just out of range? The one with whom the connection is down to just a yearly Christmas Card? The one you'd really like to reminisce with? Go visit 'em. This year. Change the vacation plans you've already made. Don't wait until the visit leaves only a headstone to talk to.

**Columbus' Spectacular Fly-in***Continued From Page 1*

included many drive-ins.

Over 75 aircraft flew in for the two day event and some were highly unusual. For instance, Norman Hand from Pleasanton flew his L14 ex-military aircraft in from Kearney where it is hangared. His granddaughter, Jena, accompanied him on the flight and is seriously considering becoming a pilot. Norman's L14 is one of two L14s left in the world, the other one is in Spain. The Army had ordered 850 of the aircraft but only 14 had been built when the war ended and thus the construction contract for the aircraft ended as well.

**L14 Aircraft With Owner Norman Hand and Jena**

Jim Steier from Millard flew in with two of his granddaughters in one of the nicest Swift aircraft seen anywhere! His son accompanied him to the Fly-in but came in a Bonanza with three more of Jim's grandchildren. Jim's dad also keeps a Bonanza at the North Omaha Airport but did not attend the Fly-in.

**L to R: Joe Steier, Kelly Jo, Jim Steier, Joey, Michaela, Mary Rose and Rachael**

Harry Barr brought his P51 up from Lincoln and graciously volunteered to place it in formation next to the B25 while both aircraft

**"Tondelayo" in Formation With North American P51D**

were parked on the apron. It made a great picture and brought back a lot of memories to the former airmen from WWII who had flown in and worked on these now scarce aircraft.

The three Muhle brothers were on hand to show and fly their aircraft. Paul Muhle was flying the first aircraft he built, an AcroSport 2, and performing some formation flying with his brother Duayne who was on his wing in a single place AcroSport. They were absolutely flawless in appearance and gave a real feeling of

an airshow to the entire day's event. Not to be outdone, Kurt Muhle and his Vultee BT13 were flying formation with Keith Harbor in his Nanchang CJ6A. Interestingly, Kurt had flown his BT13 to Oshkosh earlier in August and had won restoration awards for "Best Primary Trainer" and the "Silver Wrench Award".

**Paul Muhle and His AcroSport 2**

His wife Sandy accompanied him on the trip and even helps polish

**Kurt and Sandy Muhle With Their BT13**

and clean the aircraft! Now that's the kind of wife every aviator wishes for, a real help mate!

The Civil Air Patrol Cadets were all over the area helping not only with the breakfast but parking aircraft and insuring that

people stayed well back from dangerous propellers when the big engines were running. As you can tell from the picture, Eric had everything under control and was just waiting to see who needed help next!

**Eric Miksch of Columbus**

There were bands performing both Friday and Saturday evening. A great western

band, "Lover Boy", performed on Friday evening while a rock and roll band, Black Hawk, played Saturday. Estimates were that over 3000 people attended both evenings. On Saturday afternoon there were some complaints that the band was too loud and drowned out the great sound of the aircraft engines! Oh, the nostalgia of it all!

On "Tondelayo's" second flight Sunday, problems developed with the left engine. It seemed to be trailing some smoke and the pilots reported that engine rpm dropped dramatically, but too late to abort the takeoff. They kept the engine running but it was only producing a small amount of power. That was also the shortest flight for the passengers on board but a safe landing took place. AvCraft at Columbus performed required maintenance on the aircraft and were using a B25 manual which a former WWII mechanic from Illinois just happened to have in the trunk of his car!

This was one of the premier events held in Nebraska this summer and they plan to make it even better next year!

PIREPS

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Calendar

York Airport (JYR), EAA Chapter 1055 Fly-in breakfast on the 1st Saturday of every month. 8-10am. Free to PIC.

Crete Airport (CEK), EAA Chapter 569 Fly-in breakfast on the 3rd Saturday of every month. 730-1030am.

Oct 2 - York (JRK) In addition to their Fly-in breakfast on this date, York is also having a Chili feed from 11am-1pm. Beginning at 1pm their 11th annual Poker Run will commence. If you're looking for a great time at the York Airport, this will be your lucky day. Plan to attend both the breakfast and lunch, then participate in the Poker Run. Proceeds from entrant fees will be 50% to EAA Chapter 1055, 50% of remainder to 1st place poker hand, 30% to 2nd place and 20% to 3rd place hand.

Lincoln Flight Standards District Office Aviation Safety Meeting Schedule

All meetings scheduled to begin 7pm local time at the airport for the named city:

Oct 7 - So. Sioux City
13 - Seward
20 - Nebraska City
26 - Valentine
27 - Gordon
28 - Kearney - Certified Flight Instructor/Ground Instructor Meeting.

Nov 3 - Omaha
9 - Omaha - Certified Flight Instructor/Ground Instructor Meeting.
10 - Lincoln - Certified Flight Instructor/Ground Instructor Meeting.
16 - McCook
17 - North Platte
18 - Lexington
Dec 1 - Tekamah
8 - O'Neill

For additional information contact Larry G. Becherer, SPM (402) 458-7817 or see www.faa.gov.



B17G Airborne at Offutt AFB Open House